F. La Roche

PHOTOGRAPHIC VIEWS

EN ROUTE TO

THE KLONDIKE

VIA THE

SKAGUAY AND DYEA TRAILS

. . . COMPRISING . . .

A Series of Photographs showing the Klondike as it really is.

. . . INCLUDING . . .

ACCURATE AND AUTHENTIC VIEWS PORTRAYING THE METHOD OF PACKING SUPPLIES BY HORSES, BURROS, DOGS AND OXEN; MANNER OF TOWING PROVISIONS UP THE RIVERS; FREIGHTING BY CANOES. . . . . .

Picturesque Lake Linderman; the famous Chilkoot Pass route over the mountains; fording the Rapids and incidents of camp life in the placer mines of Alaska.

W. B. CONKEY COMPANY
CHICAGO • • NEW YORK

COPYRIGHT 1971 BY A.R. ORR
SEATTLE, WASH.

REPRODUCTION IN WHOLE OR IN PART WITHOUT
WRITTEN PERMISSION PROHIBITED

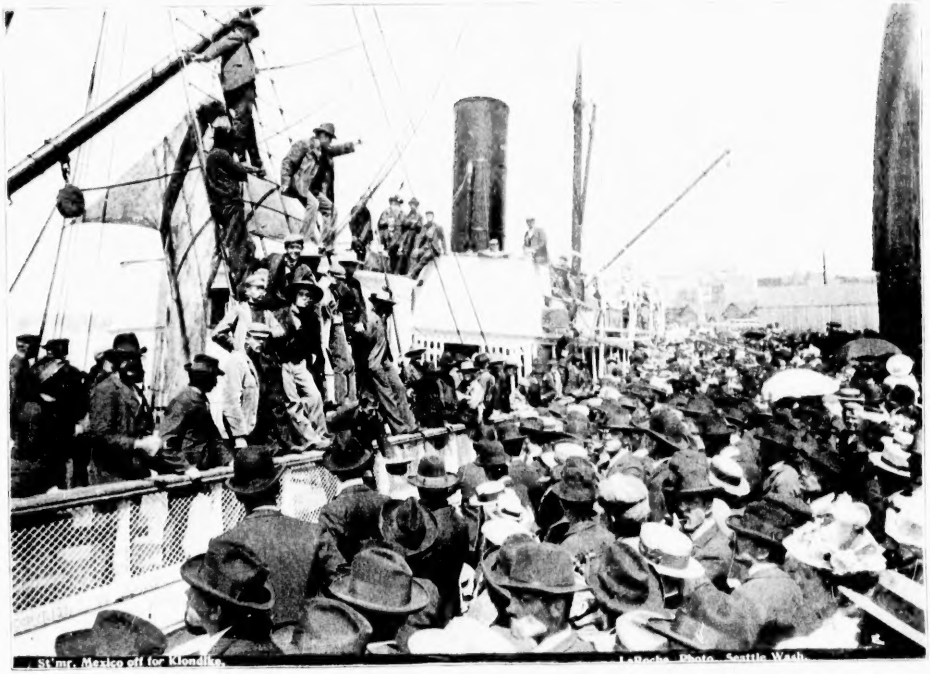
INTRODUCTORY.

AS a resident of Seattle, "The Gateway of the New Eldorado," I was brought directly into touch with the actual circumstances surrounding the discovery of gold in the Yukon Valley. "Seeing is believing," and realizing that many conflicting statements had been made regarding this interesting region, I decided to organize a party for the purpose of taking views along the Skakuay and Dyea trails, in order that prospective gold seekers might see for themselves the route they must travel in going to the Klondike. The series of photographs here presented embody an authentic itinerary of a trip to the gold fields of Alaska and show the Klondike as it really is. In procuring these views my object was not merely to select picturesque scenes but to faithfully portray noteworthy points and objects of interest in a journey to the Valley of the Yukon, and they will afford many suggestions to those who have decided to hazard their fortunes in the Placer mines of the Northwest. To others, a panorama of Alaskan scenes should prove exceedingly interesting.

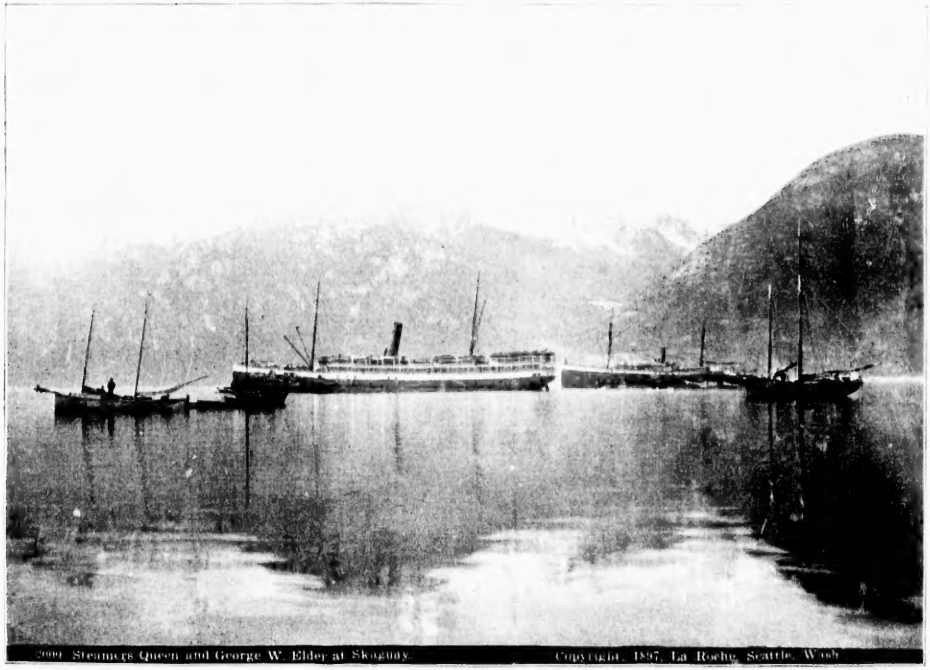
F. LA ROCHE.

CONTENTS.

Off for Klondike,
Steamers at Skaguay,
Steamer Queen Unloading, and Three Others,
Burro Pack Train, Dyea Point,
Healy & Wilson's Store,
Klondike Wagon Loaded,
Indian Canoes,
Dona Wok, Old Chilkoot Chief, and Chief Isaac,
Fording Dyea River,
Towing Provisions,
Camp Life at Finnegan's Point,
A Party of Variety Actresses on Contract for Two Seasons,
Indians Freighting Up River,
Indians Poling Canoes Up River,
Pack Oxen on Trail,
Dogs Packing on Trail,
Looking South from Foot of Dyea Canon,
A Packer's Home,
Washing Out Gold,
Dyea Trail Blocked by Fallen Horse,
Collecting Toll,
Front Street at Settlement,
Sheep Camp,
Packers on Trail,
Near Scales,
Pack Horses on Edge of Precipice,
Forty-five Degree Incline,
Near Summit of Chilkoot Pass,
Looking South from Pass,
On the Summit of Chilkoot Pass,
Glacier, Summit of Pass,
Crater Lake,
Fifty Tons of Provisions,
Actresses Bound for Klondike,
Rev. Mr. Young and Dr. McEwen,
Camp at Lake Linderman,
Shipyard, Lake Linderman,
Leaving Head of Lake Linderman for Klondike,
End of Skaguay Trail,
Rapids Between Lakes,
Lake Bennett,
Precipice, Porcupine Hill,
On Porcupine Hill,
Hungry Man's Retreat,
Bridge Over Porcupine Creek,
Pack Train at Little Lake,
Blacksmith Shop,
Skaguay at High Tide,
Skaguay and Three Other Pictures,
Skaguay Harbor,



OFF FOR KLONDIKE. The steamer "Mexico" leaving Seattle last July with 450 passengers and 40 tons of provisions and supplies for the Klondike gold fields. "God does not give us many scenes like this," says the poet Joaquin Miller, whose striking figure is clearly outlined on the upper deck, who goes to describe to a waiting world the new El Dorado and the journey thither. Mr. Miller can be plainly seen in the engraving, as indicated by the X above his head. (2210.)



STEAMERS AT SKAGUAY. The excursion steamer "Queen" and the steamship "Geo. W. Elder" at Skaguay, Skaguay Harbor, head of steamship navigation on Lynn Canal, 155 miles from Juneau and 874 miles from Seattle. Skaguay, point of departure for the Skaguay Trail leading over White Pass, about a half mile distant. Dyea about 8 miles around the point of land on the right. (2000.)

1. Steamer "Ogden" [illegible] Kooskiers [illegible] Dyea. [illegible] Dyea [illegible] of the Chilkoot Pass we [illegible] who crossed the Chilkoot during [illegible]

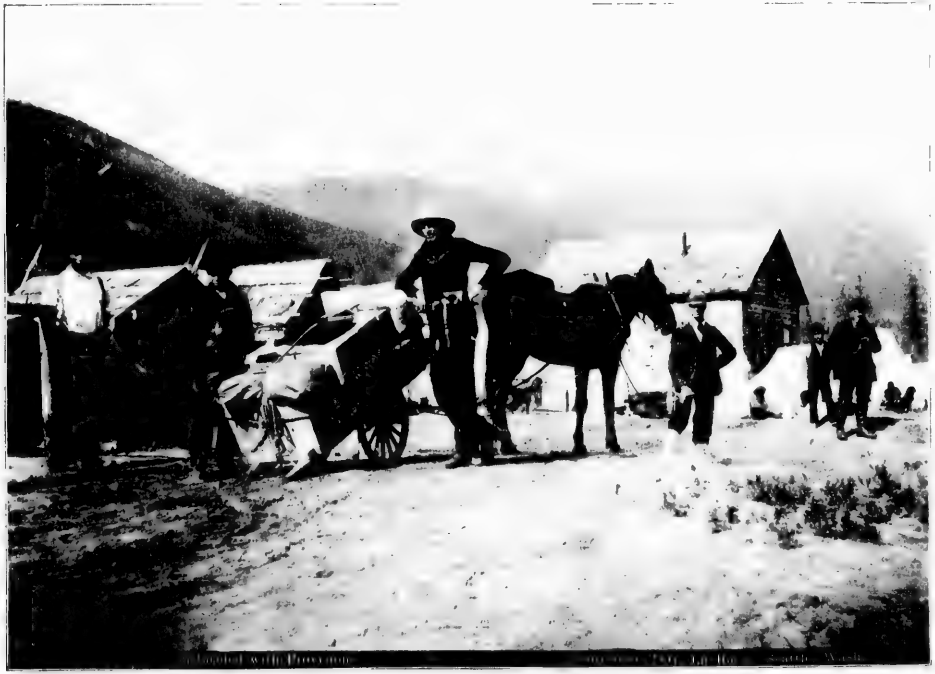
2. On Lake [illegible] Upon [illegible] the Chilkoot [illegible] of the north.

3. Snowbound Kooskiers [illegible] at Dyea. [illegible] the sea as are towed in at high flood and at the ebb [illegible] the sea beach. [illegible] the necessary water permits [illegible] and the [illegible]

4. Indian town [illegible] up Dyea River. One of the many methods of [illegible] Dyea River [illegible] of [illegible] location. Here we see two Indians wade [illegible] the river [illegible] the line [illegible] the rope [illegible] to make it.

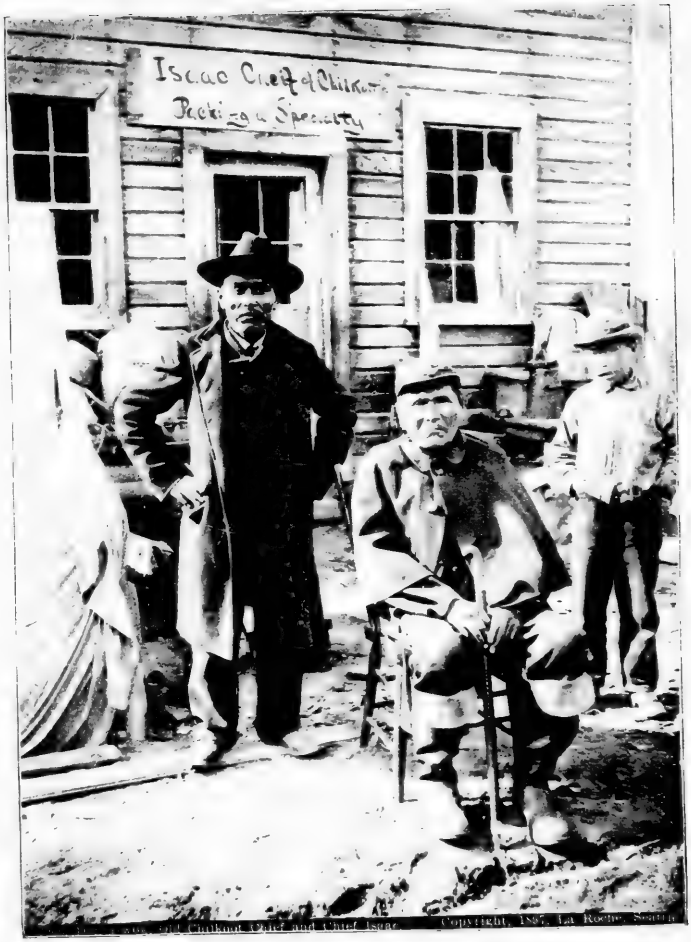
BURRO PACK TRAIN, DYEA POINT. By this means supplies are taken for some distance up the trail. During the past summer the charge was 38 cents per pound from Dyea over the Chilkoot Pass to Lake Landerman, a distance of twenty-nine miles. There were comparatively few pack animals on the Dyea trail last summer, but the charges were about the same whatever means of packing were employed. (2002.)

HEALY & WILSON'S STORE, DYEA, AND OLD TRADING POST AND POST OFFICE.—Here too is the Chilkoot Indian village and 100 or more tents of the Indian packers. These Indians found the past summer an astonishingly profitable one, by reason of the great rush to the gold fields, and they are naturally looking forward to the coming year with great expectation. (2003)



KLONDIKE WAGON LOADED WITH PROVISIONS. An enterprising Dyea storekeeper had a dozen of these wagons which he rented for $1 an hour. An advance payment of $20 had to be made to secure the owner against unforeseen accident or lapse of memory. These carts carried a load of from 600 to 1,000 pounds, thus enabling a whole outfit to be moved at once. (2004)

INDIAN CANOES. Forty Indian canoes at Dyea on Sunday, on which day the Chilkoots will not work for any price; most of them are consistent members of the Presbyterian church, thoroughly trustworthy, and, as packers, to be preferred to white men. Their church services are held each Sunday at Dyea in a tent. These canoes when loaded are towed about six miles up Dyea River to head of canoe navigation. (2005.)



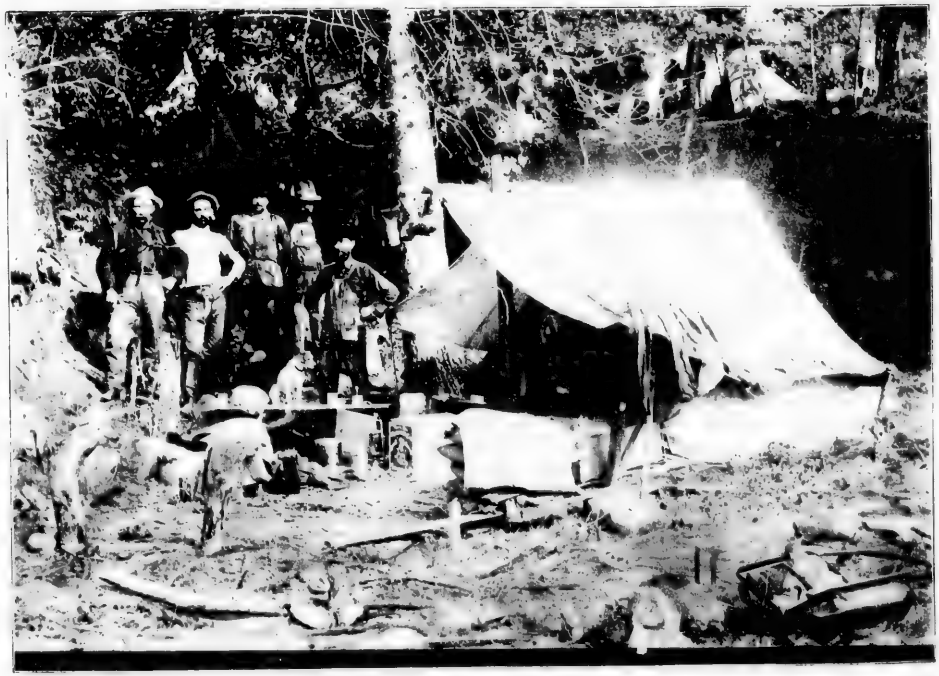
Don-a-wok, Old Chikoot Chief and Chief Isaac. Copyright, 1897, La Roche, Seattle.

DON-A-WOK, OLD CHIKOOT CHIEF, AND CHIEF ISAAC. Don-a-wok is nearly eighty years old and is one of the Chikoots. Isaac is the active chief and a general contractor for packing. There is an air of dignity and respectability about these men which will impress anyone most favorably. The older chief cannot speak English, but most of the younger Indians have learned to speak it well at the mission schools.

FORDING DYEA RIVER.—Fording Dyea River at the second crossing, about two miles above the first. These men are crossing with perhaps 1,000 pounds of provisions. In September the river here was not far from 100 feet wide and 18 inches deep. In spring the melting snows sometimes increases the depth of water to four feet or more. (2010.)

[illegible] Dyea River

TOWING PROVISIONS UP DYEA RIVER. [illegible] Twelve hundred pounds are here [illegible] about six miles south of Dyea [illegible]



CAMP LIFE AT FINNEGAN'S POINT. This is but one of the seventy-five camps in this neighborhood at the time this view was made. This point is where the river is forded for the last time, the crossing farther up being made on logs. Each individual camp exists only until all the supplies belonging to it are packed to some point farther on. (2013.)

2014. Actresses on Way to Klondike Fording Swift River. Copyright 1898 by Rich, Seattle, Wash.

A PARTY OF VARIETY ACTRESSES ON CONTRACT FOR TWO SEASONS AT DAWSON CITY. A provision of the contract called for their transportation from Juneau to Dawson in eighteen days, a remarkably quick trip. Four of them are here fording the river with high rubber Boots, while the fifth, not so well supplied, is being carried across the stream. (2014.)

INDIANS FREIGHTING UP DYEA RIVER WITH CANOES, the squaws riding and guiding, the men on ahead towing with long ropes. These boats are regular dug outs, made from large timber, and drawing but eight inches of water, yet carrying a thousand pounds or more of freight. (2015.)

INDIANS TOLING CANOE UP DYEA RIVER. These are Metlakatlee Indians from the mission schools three or four hundred miles below. They have in tow just a knock down boat, the bow of which is plainly visible. They received $200 for taking two such boats from head of canoe navigation to the summit of the Chilkoot, a distance of 10½ miles. (2016.)

PACK OXEN ON DYEA TRAIL. In the foreground are four Indian packers returning from the summit of Chilkoot, having made $18 each for their day's labor. Oxen are regarded as the most desirable of all pack animals in summer. One of these was killed at Lake Linderman, and the heart sold for $7, the head for $12.50, and the balance of the animal for 50 cents a pound. (2018.)

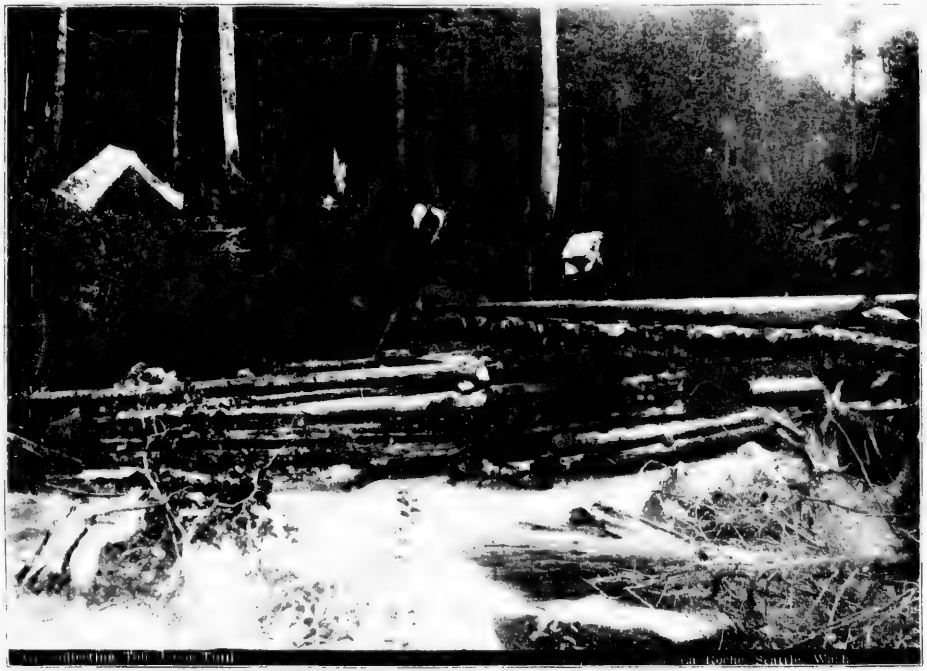
DOGS PACKING ON DYEA TRAIL. Dogs are most valuable in winter, as they are then attached to sleds and will draw 100 pounds twenty miles or more a day, five or six being usually harnessed to each sled. On the river bank may be seen two of the knock-down boats awaiting the packers. (2019.)

LOOKING SOUTH FROM FOOT OF DYEA CANON. Showing at a glance the route thus far traversed for a distance of seven miles or more. The country here gives every evidence of having been at some past time the bed of a great glacial river between one and two miles wide. (2024.)

A PACKER'S HOME, FOOT OF DYEA CANON.—Showing how readily a temporary abiding place may be improvised by spreading a tablecloth across poles which lean against the towering walls of the cañon. This style of architecture would not seem to afford much protection against an Arctic winter, but serves to exclude some of the summer's sun and ra

WASHING OUT GOLD.—No one except the person who has actually assisted in the work of making the test shown above can fully appreciate the intense anxiety at such a moment. The result may mean a great deal—it may mean nothing. If the latter, the only thing to do is to move the camp and make another trial. (2027.)

DYEA TRAIL BLOCKED BY FALLEN HORSE.—Showing the toilsome march of a pack train, as in Indian file it pursues its arduous way. A fallen horse in front has compelled all to stop until the animal is unloaded and assisted to regain its feet. Here too is shown in the foreground two men carrying a section of a boat; but even short as it appears, they were compelled, a little farther on, to cut it in two to enable them to take it through. (2030.)



COLLECTING TOLL, DYEA TRAIL. The toll bridge, where 50 cents is charged for each horse belonging to a miner, in return for which the trail is kept passable for a distance of some six miles, is ten miles from Dyea, in a region quite thickly wooded with Alaska cedar, five miles from "The Scales," and five and one-half miles from the summit of Chilkoot Pass. (2031).

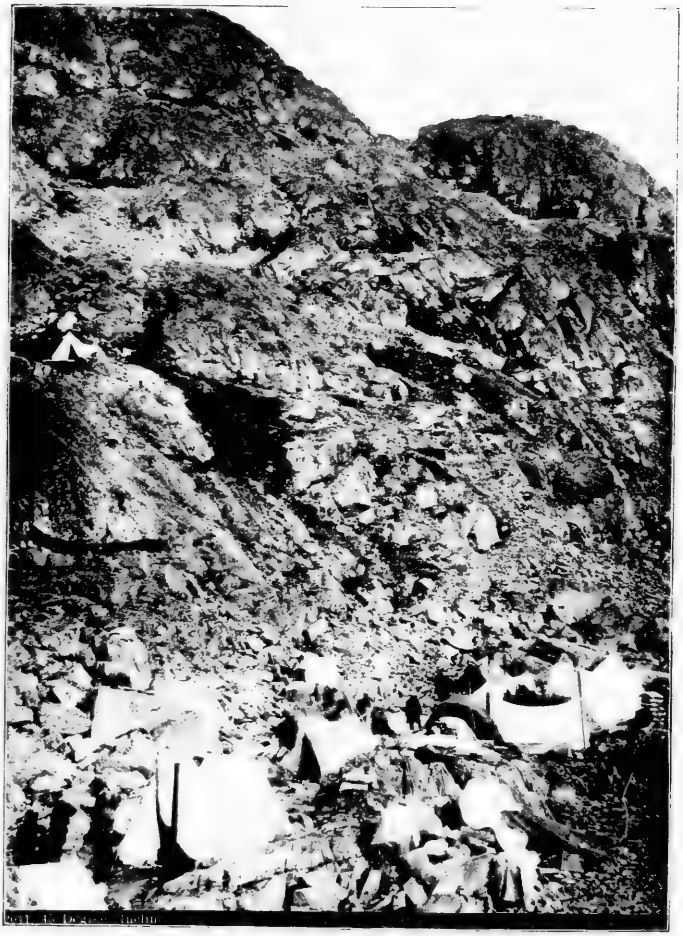
FRONT STREET AT SHEEP CAMP SETTLEMENT.—This is the principal camp on the Dyea Trail. In August and September there were a thousand or more people encamped here. The log structure on the left was the leading hotel, where you might eat for 75 cents, and sleep on the floor for 50 cents, if you furnished your own bedding. Beyond here a meal could not be had at any price. (2033.)

SHEEP CAMP, LOOKING SOUTH. A bird's-eye view of the Sheep Camp, so called from the mountain sheep which were formerly plentiful in this section. Just above the tent on the left may be seen the last log crossing of Dyea River. To the right of this are a number of tents destroyed by the glacier which fell about the middle of September. (2092)

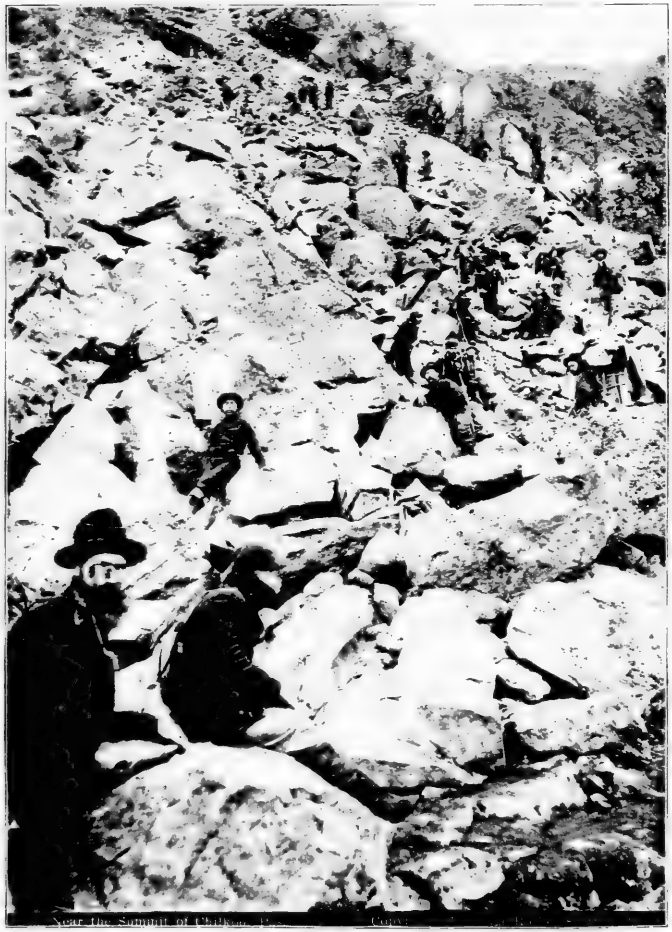
PACKERS ON DYEA TRAIL, NEAR STONE HOUSE. About two and a half miles from Sheep Camp and half mile from Stone House. Here the timber has disappeared and beyond is all a waste of rock and ice. In the foreground on the left is a squaw packing a Klondike stove. Dyea are of sheet iron, weigh about 25 pounds and cost about five dollars at Seattle [illegible] 1898.

NEAR SCALES, SHOWING SUMMIT OF CHILKOOT PASS.—Among the barren rocks, with the Chilkoot summit in the distance, at the indenture just above the trail at the skyline. (2048.)

PACK HORSES ON EDGE OF PRECIPICE, CHILKOOT PASS. This is the end of the available trail for pack animals fifteen miles from Dyea. Animals have been taken over the pass from this point, but without load, and usually with considerable effort. (2039.)



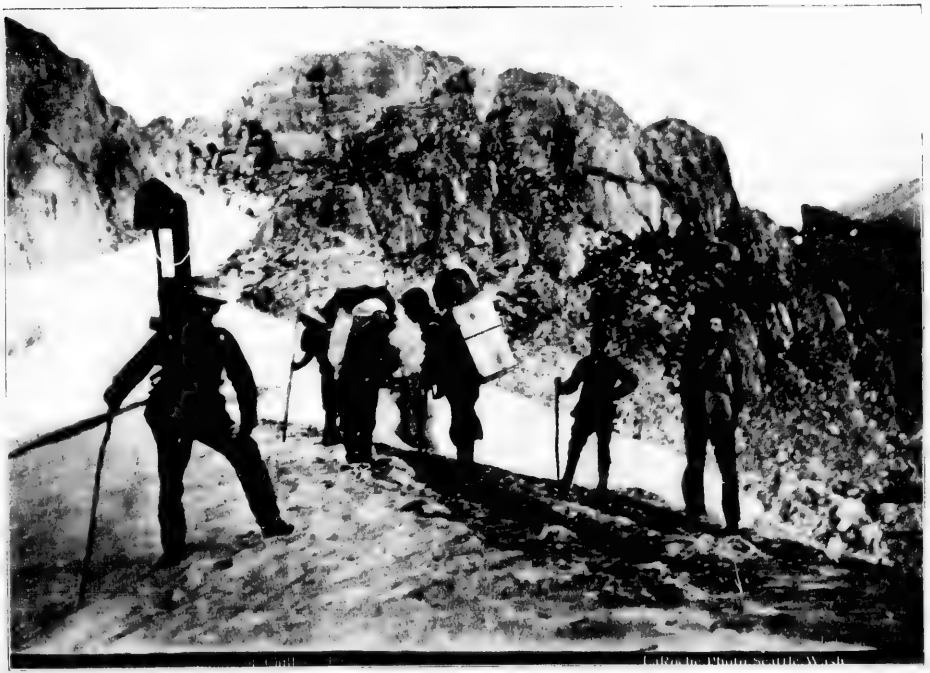
FORTY-FIVE DEGREE INCLINE AND SUMMIT OF CHILKOOT PASS. This is the most difficult and dreaded portion of the journey, the trail rising here eleven feet in half a mile over a perfect maze of broken rock. In this photograph may be seen an almost continuous line of white specks reaching to the depression at the summit. Each is a human being with pack upon back, toiling slowly upward. (241.)



NEAR THE SUMMIT OF CHILKOOT PASS. Showing the difficult pathway being traversed by the goldseekers. The press has been filled with columns of sensational rubbish about the perils and horrors of this pass. It is only about 3,350 feet above the sea level and the road is much like other rugged mountain trails, and women and children have often gone over in summer [illegible]

LOOKING SOUTH FROM SUMMIT OF CHILKOOT PASS. A magnificent panorama of a route traversed for the last seventy-five years by the Indians and during the past summer by at least 4,000 goldseekers. It was the glacier on the right that broke, destroying a number of tents on the Sheep Camp, in September. (2037.)

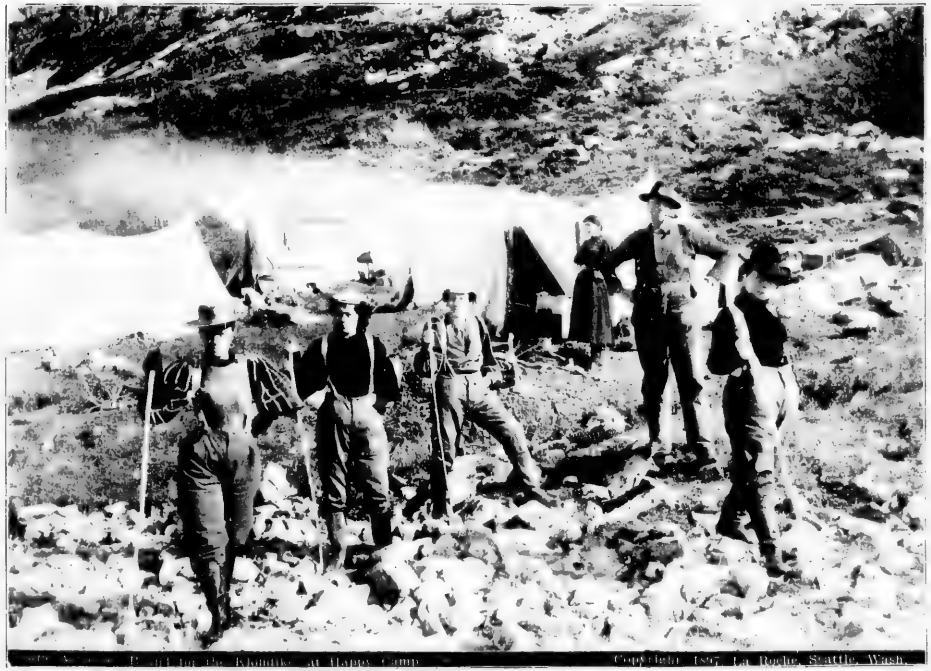
ON THE SUMMIT OF CHILKOOT PASS. Showing the character of this route over the mountains, with its huge blocks of broken granite scattered about in the most inextricable confusion. (204).



GLACIER, SUMMIT OF CHILKOOT PASS. The man on the left is packing a section of a boat, in the foreground of an Alaskan glacier. The dark shadows show the meeting point of two trails over the snow fields. (2045)

CRATER LAKE, OREGON. A marvelous panorama, with snow capped mountain peaks in the distance. Crater Lake is an exquisitely colored sheet of water some two miles long, across which travelers are ferried in summer for 50 cents each. See p.

FIFTY TONS OF PROVISIONS STORED AT CRATER LAKE, which have been freighted across the lake in the flat bottomed canoe seen in the foreground and now lie scattered about among the rocks awaiting transportation through the rocky defile leading onward from the right of the photograph, a distance of one and one-half miles, to Happy Camp. (2018.)



ACTRESSES BOUND FOR THE KLONDIKE, AT HAPPY CAMP. They have crossed the pass and are now fifteen miles from the point at which we first saw them fording the river. They have discarded skirts and are wearing a costume better fitted for mountain climbing and long marches. They have apparently enjoyed the trip thus far, but are still 500 miles from their destination, Dawson City. (2046).

REV. MR. YOUNG AND DR. McEWEN, PRESBYTERIAN MISSIONARIES BOUND FOR KLONDIKE, AT LONG LAKE. All classes of people are on the way to the golden North—missionaries as well as variety actresses. Rev. Mr. Young, on the left, is one of the oldest mission workers in Alaska, having established the mission at Fort Wrangel many years ago. (2050.)

CAMP AT LAKE LINDERMAN. - Four miles beyond the mission camp we have this bird's-eye view of Lake Linderman Camp, containing, when the view was taken in September, 1897, 400 tents, and at least 1,000 people, mainly engaged in the building of boats for transportation of themselves and outfits on through lakes and rivers to the gold fields. (2055.)

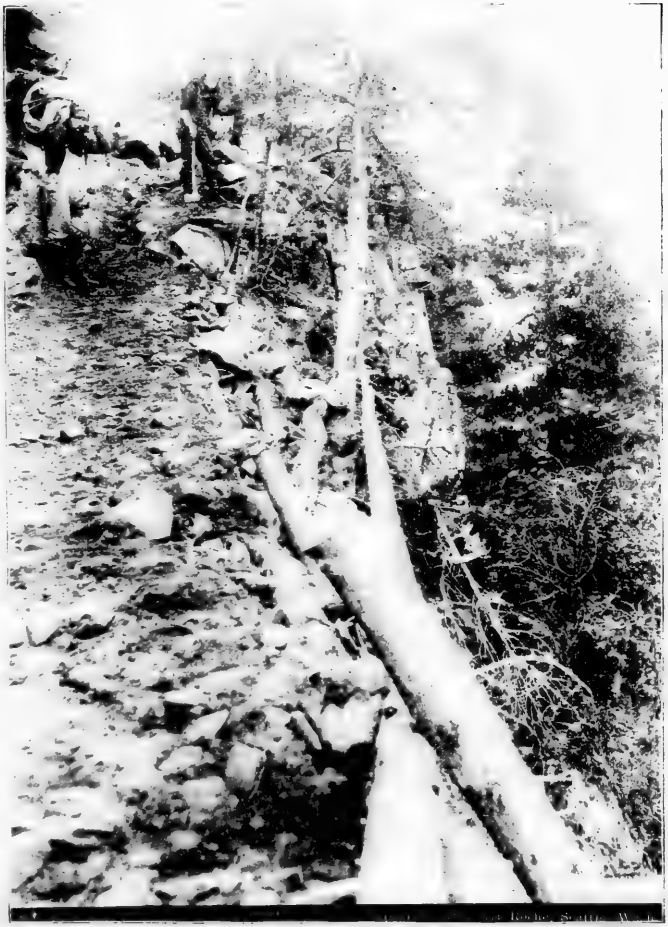
SHIP YARD, LAKE LINDERMAN--Without doubt the busiest scene along the whole route. Scores of men were here, always at work constructing boats for descending the waterways to the Yukon. Timber is found in the immediate vicinity, and logs of about seven inches in diameter are cut to desired length, rolled upon a staging and whipsawed into the required shape. Thus a week or more is employed in building a boat for the long journey north. (1057).

LEAVING HEAD OF LAKE LINDERMAN FOR THE KLONDIKE. These boats are fully loaded, and are leaving for the North; and, with favorable weather, the journey can be made to Dawson City in about two weeks. If winds are favorable, the sail is used; if not, the boat is rowed the length of Lake Linderman—six miles—to the rapids. Half-way down the lake is the boundary line between Alaska and Canada. (2088.)

END OF SKAGUAY TRAIL, LAKE LINDERMAN. Dyea Trail around the point on the left, six miles away at the head of the lake. From the lake, the Skaguay or White Pass Trail leads up over the incline among the woods in the foreground. At the foot of the incline is a quantity of supplies awaiting [illegible]

RAPIDS BETWEEN LAKES LINDERMAN AND BENNETT. Around which all goods are carried, and the empty boats carefully floated through the rapids by means of ropes. The camp in the background is that of the Canadian police, where the customs collections will likely be made another year, although up to September none were made. In the distance is Lake Bennett. 3062.

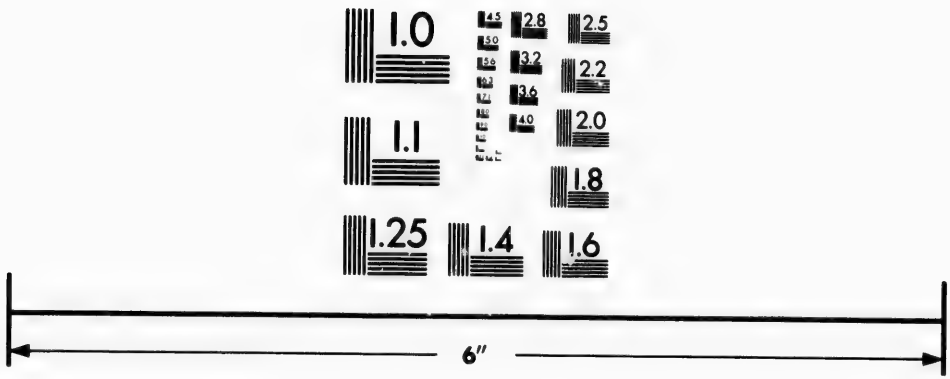
LAKE BENNETT. [illegible] winds that prevail here from the north, making it dangerous to cross with small boats [illegible]



PRECIPICE, PORCUPINE HILL, SKAGUAY TRAIL. This trail leads through a multitude of wet places along the borders of the lakes and swamps, and the distance from Skaguay to Lake Lindermann is between forty and fifty miles. Has been known as the precipice at the summit of Porcupine Hill, a perpendicular wall one hundred feet high, from which dead horses could be seen when the view was taken, from two of which the packs had not been removed, all of which had slipped and fallen to their death. 2000.

ON PORCUPINE INCLINE, SKAGUAY TRAIL. What is known as the switch-back, one and a half miles below the precipice, a zigzag path among the rocks and trees. In the background is seen a loaded horse on its way to Lake Linderman. The Indians will not use this trail. (2067.)

IMAGE EVALUATION
TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

2.8
3.2
3.6
2.5
2.2
2.0
1.8
1.1
1.0

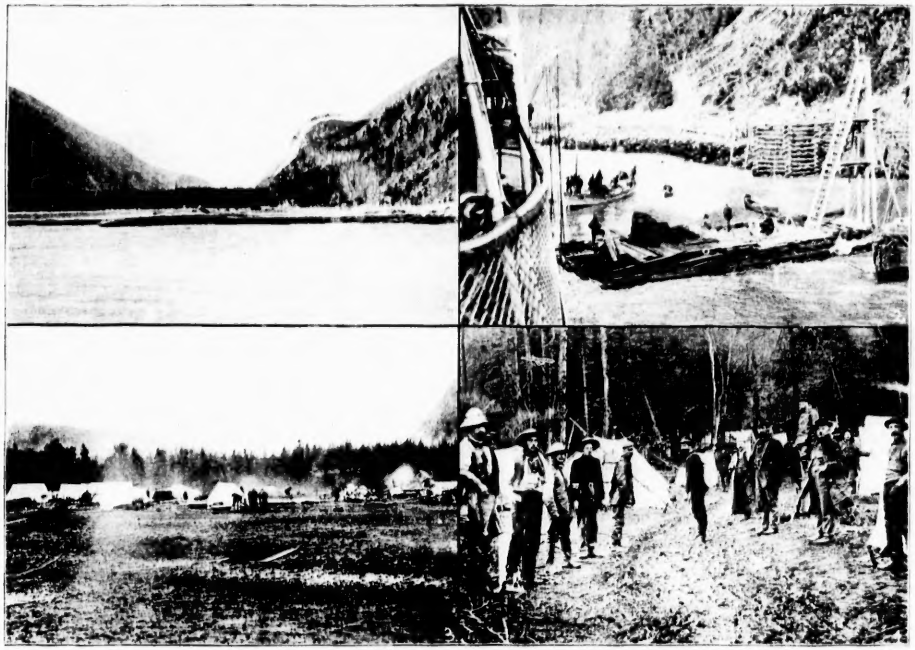
HUNGRY MAN'S RETREAT AT PORCUPINE CREEK, SKAGWAY TRAIL. A restaurant in the wilderness where you pay a dollar for a meal and often get what you are not looking for. Yet one's appetite is such, after these weary marches, that anything is eaten with a relish. (2069)

BRIDGE OVER PORCUPINE CREEK, SKAGUAY TRAIL. [illegible] Skaguay. From [illegible] to the summit of Porcupine Hill [illegible] the trail leads [illegible] This is a steep climb, up steepest for 500 feet. The time allowed for [illegible] four miles is [illegible] hour [illegible]

PACK TRAIN AT LITTLE OR BLACK LAKE, SKAGUAY TRAIL.—This beautiful lake is about five miles from Skaguay with the trail leading along the left hand shore for a distance of about one-half mile. The opposite shore is a perpendicular bluff from 100 to 600 feet high. (2074.

BLACKSMITH SHOP AT SKAGUAY. Here the blacksmith charges $6 for shoeing a horse and $10 for shoeing oxen; in the latter part of August, 1897, during the horseshoe nail famine, as much as $1 was paid for a nail. (2079).

SKAGUAY AT HIGH TIDE, SEPTEMBER 12, 1897.—By looking at the small picture of Skaguay made August [illegible] will see how the magic city has improved in thirty days [illegible]



1. SKAGUAY, JULY 26, 1897.—Showing the town site, where in three months' time a city containing 4,000 inhabitants was built up.

2. P. C. S. S. CO'S STEAMER "QUEEN" unloading the first load of Klondike miners at Skaguay, after the excitement began. Capt. James Carroll, of this boat, was the first man to run a large steamer to the new wharf, and proved that the Skaguay Harbor was of sufficient depth to be practicable for boats drawing seventeen feet of water.

3. SKAGUAY, AUGUST 12, 1897.—Showing the city all built up of tents. September 30 the tents had all disappeared and a well-built town, with broad streets and sidewalks and two and three story houses, had been completed; every line of business was represented.

4. MINERS AT SKAGUAY, AUGUST 12, 1897. Preparing for the journey to the Klondike.

SKAGUAY HARBOR, SHOWING POINT OF LAND SEPARATING DYEA BAY FROM SKAGUAY. This photo was taken September 12, 1897, at high tide, showing piles driven for one of the three wharfs that were in course of construction; also showing boats used in bringing passengers and outfits from the steamers to the shore, and for transporting from Skaguay to Dyea around the point of land seen in the center of the picture. Distance from Skaguay to Dyea, five and one-half miles. When the tide is out the boats and scows are left high and dry on the beach, when wagons are driven to the boats and outfits unloaded and taken on the wagons up the trail to Ragtown, three and one-half miles. (2084.)